

CHAFED SKIN, PILES,  
SCALDS, CUTS, &c., Eyes,  
Sunburn, Earache, Neuralgic  
and Rheumatic Pains, Throat  
Colds, and Skin Ailments quickly  
relieved by use of CALVERT'S  
CANDOLE OINTMENT. Large  
Pots 18d. each at Chemists,  
&c.—F. C. CALVERT & Co.,  
Manchester.



# China Mail.

Established February, 1843.

THE "HONGKONG CHINESE MAIL"  
報字華南  
Hongkong Wa Ta Yat Po  
ISSUED DAILY.  
CHARLES W. MAX,  
Manager and Publisher.  
SUBSCRIPTION:  
Per Dollar a year, delivered to Hong  
kong, \$11.40 per annum,  
including postage.

VOL. XLX. No. 9837.

五十年八月四十九百八十一英

HONGKONG, SATURDAY, AUGUST 25, 1894.

五十年七月午甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

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AUSTRALIA, TASMANIA, AND NEW ZEALAND.—BORDEN & GOTCH, Melbourne and Sydney.

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HEDDON & CO., Shanghai, LACE, CHAWFORD & CO., and KELLY & WALSH, Yokohama, LACE, CHAWFORD & CO., and KELLY & CO.

## Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP ... £800,000

RESERVE LIABILITY OR SHARE

HOLDER ... £800,000

RESERVE FUND ... £275,000

INTEREST allowed on Current Account

at the rate of 2% per annum on the

Daily balances.

On Fixed Deposits for 12 months 5%

" " 6 " 4 1/2 "

" " 3 " 8 1/2 "

A. C. MARSHALL,

Manager, Hongkong.

Hongkong, May 17, 1894. 825

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000.

RESERVE FUND ... \$4,500,000.

RESERVE LIABILITY OR SHARE

HOLDER ... \$10,000,000.

PROPRIETORS ...

COURT OF DIRECTORS:—

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MANAGER:—

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HONGKONG.—INTEREST ALLOWED.

On Current Account, at the rate of 2% per cent, per annum on the daily balance.

FIXED DEPOSITS:—

For 3 months 3 per cent, per annum.

" 6 " 4 " 0 "

" 12 " 5 " 4 1/2 "

T. JACKSON,

Chief Manager.

Hongkong, August 18, 1894. 332

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000.

SUBSCRIBED CAPITAL ... £1,125,000.

PAID-UP ... £562,500.

Bankers:

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2% per Annun on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months ... 5 %

For 6 Months ... 4 1/2 %

For 3 Months ... 3 %

JOHN THURBER,

Manager, Hongkong.

Hongkong, June 18, 1893. 223

THE BANK OF CHINA, JAPAN, T AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL ... £2,000,000.

CAPITAL CALLED UP ... £251,093.15.0.

Bankers:

CAPITAL & COUNTRIES BANK, LIMITED.

Head Office:—

3, PRINCES STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PERAK, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTRY INCHBAULD,

Manager.

Hongkong, November 6, 1893. 247

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL ... £1,000,000.

SUBSCRIBED CAPITAL ... £500,000.

HEAD OFFICE—HONGKONG.

Directors:

D. GILLIES, Esq. H. STOLTZFOOTH, Esq.

CHAN KIT SHAN, Esq.

CHOW TUNG SHAOH, Esq.

KWAN HOI CHUEN, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Branches:

LONDON, YOKOHAMA, SHANGHAI AND AMOY.

Banks:

THE COMMERCIAL BANK OF SCOTLAND, PARK'S BANKING CO. AND THE ALLIANCE BANK (LTD.)

Interest for 12 months Fixed 5%.

Hongkong, May 24, 1893. 47

## Intimations.

BRITISH KOWLOON COLLEGE.

FOR THE TUITION OF EUROPEAN CHILDREN.

THE COMMITTEE have made arrangements for the issue of FREE FERRY TICKETS to Hongkong Children attending the above College.

Apply to THE HON. SECRETARY, Hongkong, August 24, 1894. 1880



## BUSINESS NOTICES.

LANE, CRAWFORD & CO.

AQUILA, CLAPSHAW & SALMONS' CRICKET BATS, SPRING HANDLES.

COBBET'S CRICKET BATS, ALL CANE.

MATCH BALLS, PRACTICE BALLS, MATCH STUMPS, PRACTICE STUMPS,

LEG-GUARDS, BATTING AND LONG-STOP GLOVES, WICKET-KEEPING

GAUNTLETS, SCORING BOOKS.

CRICKETING SHOES, BELTS, SASHES, SHIRTS AND TROUSERS.

—(2)—

BLACK STRING LAWN TENNIS BATS.

SLAZENGER'S "DEMON" LAWN TENNIS BATS.

"WIMBLETON" and "CHAMPIONSHIP" TENNIS BALLS.

TENNIS NETS, POLES, BAT-PRESSES, RULES, &c., &c.

TENNIS SHOES.

NEW STOCK OF SPORTING AND SHOOTING GEAR.

LOADED CARTRIDGES E.C. POWDER.

LANE, CRAWFORD & CO.

TELEPHONE 97.

1884

Hongkong, August 25, 1894.

## MOUNT AUSTIN HOTEL.

Telegraphic address, "EXCELSIOR," Hongkong, 1,400 FEET ABOVE THE SEA LEVEL.

Telephone No. 35.

A. B. C. Code.

THIS MAGNIFICENT HOTEL is situated at the most beautiful and healthy part of the Hill District. The air is delightfully cool and bracing; the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed.

THE CUISINE under the personal superintendence of an experienced EUROPEAN STAFF.

LAWN TENNIS.—Three Courts in splendid condition are kept for the use of VINTAGE.

TRAMWAY TICKETS are supplied to Residents and Visitors at the Hotel at reduced rates.

For further particulars, apply at the Office 38 and 40, Queen's Road Central, or to THE MANAGER, MOUNT AUSTIN HOTEL.

Hongkong, August 20, 1894. 1320

A. M. BISBEE,

Court Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 13th August, 1894. 1366

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Surplus Stock throughout the House substantially reduced.

Hongkong, August 21, 1894. 1346

NOTICE TO MARINERS, NO. 44 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

Yangtze River: Buoys removed.

NOTICE is hereby given that, by Order

of the Imperial Commissioner for Southern the Dove's Nest and North THE ROCKS Buoys, and all the

BUOYS marking the HARBOUR Point, Channel and the Central and LANGSHAN CROSSINGS, have been REMOVED.

A. C. MARSHALL,

Manager, Hongkong.

Hongkong, May 17, 1894. 825

HONGKONG AND SHANGHAI BANKING CORPORATION.

Surplus Stock throughout the House substantially reduced.

## Intimations.

## INDIAN CONDIMENTS.

THE BEST QUALITY!!  
THE BEST QUALITY!!

CHUTNIES. Per dozen Rs. As.

Sliced, Sweet Sliced, Lucknow, Col. Skinner's, Calcutta Club, Armenian, Major Grey's, United Service Club, Mixed, Mala, Osti, Pindar, Bengal Club, Col. Goad's Cabool, Our Taste, in quart bottles ... 12 8

JELLIES.

Guava, Sarol, Mango, Corunda, in bottles ... 12 8

JAMS.

Pineapple, Tipparac, Mulberry, in bottles ... 12 8

PRESERVES.

Spiced, Mango, Pineapple, Emblic Myrobalan, Tamarind, Citron, Mango, Kacers, Baal, Pubul, Lime, Orange, in bottles ... 12 8

MARMALADES.

Citron, Mango, Baal, Orange, in bottles ... 12 8

CHEESE.

Guava, Baal, 1lb tins, per dozen 10/- 2lb tin ... 16 0

SYRUPS.

Lemon, Orange, Tamarind, Blackberry, Baal, Pineapple, Rose, Almond, Pomegranate, in quart bottles ... 12 8

PICKLES.

Onion, Cabbage, Bombay Mango, Lime, Bamboo, Red Cabbage, Sweet Mango, Mango, Mixed, Cauliflower, Sweet Cauliflower, bottles ... 12 8

SAUCES.

Tapp, Tanisto, Mango, Tomatoes, Volanis, in pint bottles ... 10 0

CURRY POWDER & PASTE.

Curry, Malabar, Madras, Mulligatawny, in quart bottles ... 12 8

LIME JUICE, &c.

Pure Non-alcoholic Lime Juice, in bottles ... 9 8

GROUND CHILLI.

Ground, Cayenne Pepper, White Pepper, Black Pepper, 1lb bottles ... 12 8

Nepaul Pepper Ground, 1lb bottles ... 11 0

TAMARIND FISH.

Tamarind Hils Fish, Tamarind Fish Roes, real delicacies, 3lb jars ... 22 0

Smoked Mingo Fish with Roes, 50 in a tin, 3lb. 8oz. 100 in a tin ... 6 0

The above Stores supplied at dozen rates even if 1 dozen of each kind is ordered at a time. Liberal discount to Chinese Messes and the trade. Cases for 1 dozen 8 Anna extra, for 2 dozen 11 Anna extra.

CORNED BEEF.

Ba. As. Corned Beef in 20lb., 30lb. and 50lb barrels—barrels from per lb ... 0 8

Corned Mutton in 20lb., 30lb. and 50lb barrels—barrels from per lb ... 0 10

Corned Ox-tongue, 12lb in a barrel, per barrel ... 9 0

Smoked Ox-tongue, 5lb in a tin, per barrel ... 5 0

SPICED & HUNTER'S BEEF.

Spiced & Hunter's Beef—Rounds and Humps, weighing 4 to 14 lbs, packed in tin and lard—6 tins in a case, per lb ... 14 0

DAIRY BUTTER.

Best Quality Dairy Butter (slightly salted) in 15lb barrels—per barrel 16 0

TERMS CASH WITH ORDER.

Sole Export Agent for three of the Best Indian Manufacturers.

N.B.—Good Show Rooms for displaying Samples of CHINESE CURRIES, CANE GOODS, SILKS, &c., &c. Consignments received.

JAMES LINTON,

2, Swallow Lane, Calcutta.

1155

STAINFIELD'S FAMILY HOTEL.

SUPERIOR BOARD & RESIDENCE,

with every convenience.

Mrs. STAINFIELD,

1, Queen's Road East.

Hongkong, June 30, 1894. 1102

INSURANCE.

THE MEIJI FIRE INSURANCE COMPANY, LIMITED, OF TOKYO.

THE AGENCY of the above-named Company having This Day been TRANSFERRED to the Undersigned, they are now prepared to ACCEPT RISKS against FIRE at Current Rates.

For the MIKUI BUSAN KAISHA,

K. FUKUI,

Manager.

Hongkong, July 2, 1894. 1107

Notices to Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP VICTORIA, FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, August 20, 1894. 1351

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Bellona, Captain E. Jagger, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong & Kowloon Ware & Godown Co., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th Inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, August 20, 1894. 1353

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. Catherine Appear having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after MONDAY, the 27th Inst., at Noon, will be landed at Consignees' risk and expense into the Godowns of the WANCHAI WAREHOUSE AND STORAGE CO., LTD., Wanchai.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co., Agents.

Hongkong, August 24, 1894. 1378

## STEAMSHIP NATAL.

## COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNERS of Cargo from London and Paris ex S.S. Cambodge and from Bordeaux ex S.S. Ville d'Avras, in connection with the above Steamer are hereby informed that their Goods—with the exception of Opium, Treasuries and Valuables—are being landed and stored at their risk at the HONGKONG & KOWLOON WHARF & GODOWN COMPANY'S Godowns, at Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 26th Instant, at Noon, will be subject to rent, and landing charges.

All Claims must be sent to me on or before TUESDAY, the 26th Instant, in order to be recognized.

All Damaged Packages will be examined on TUESDAY, the 26th Instant, at 3 p.m.

No Fire Insurance has been effected.

G. de CHAMPEAUX, Agent.

Hongkong, August 22, 1894. 1367

## FOR SALE.

## FOR SALE.

TEAM LAUNCHES HOI HUNG AND HOI AN.

Particulars—79 feet long, 13 feet wide, and 5 feet deep. Compound ENGINE with Condensing BOILER. Speed 12 knots. Bunting 10 by 20 inches, one year old. HULL and DRCK of Teak CABINS, &c., in proper order.

Apply to

WING ON CHEONG HONG, No. 29, Bonham Strand West.

Hongkong, August 7, 1894. 1290

## FOR SALE.

PROPRIETORS,

YEE MOW TAI,

Timber Yard,

77, YAU-MA-TI, EAST.

Hongkong, August 21, 1894. 1395

## FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUBI BUSSAN KAISHA,

8, Queen's Road Central.

Hongkong, January 2, 1894. 1381

## TO LET.

WELLING HOUSES—

'HIGHCLERE,' at MAGAZINE GAP.

No. 1, RIPTON TERRACE.

FLOORS in BLUE BUILDINGS.

FLOORS in ELGIN STREET, PEEL STREET and STAUNTON STREET.

FLOORS in No. 5, SHELLY STREET.

No. 8, OLD BAILEY.

OFFICES—

PLAYA CENTRAL, over MESSRS. DOUGLAS LIPKIN & CO.'S.

GODOWNS—

BLUE BUILDINGS.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, July 2, 1894. 18

## To-day's Advertisements.

## NORDDEUTSCHE LLOYD.

## NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA).

The Co.'s Steamship

Nordstern.

Captain H. W. Waller, will leave for the above Ports on or about THURSDAY, the 20th Instant.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, August 25, 1894. 1382

## NORDDEUTSCHE LLOYD.

## NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship

Gera.

Captain H. W. Waller, due

to arrive with the outward

German Mail about the 20th Instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, August 25, 1894. 1383

## NOT Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

Some days ago, says the *China Gazette* of 18th inst., a note was sent round by the Tsotsi to all the Consuls suggesting that the extra-sanitary regulations enforced by the Municipal Council during the continuance of the plague in Hongkong and Canton should now be annulled, as the malady they were framed to deal with appears to be dying out, and as their enforcement is a matter of considerable inconvenience to the Chinese residents of the Settlements. To this stupid attempt to interfere with the Municipal government, the Consuls very properly replied that until Hongkong can present a clean bill of health they will not relax the measures of vigilance for preventing the plague reaching Shanghai.

'Bill Nye' is 'the professional funny man' of several of our American contemporaries. He has just been giving his opinions on the government of the United States. Civil service reform, he believes, will grow as the years go by until an applicant will be ashamed to appear who is unfit for the position he desires. We are waiting for a similar growth of modesty and truth in Hongkong. 'I do not know whether our expensive government will become more so or not,' says Nye, 'but am willing to be one of 65,000,000 people to make the expenses as light as possible. Already I pay the government for a good deal more liberty than I get.' We in Hongkong pay for a great deal more government than we get—witness the large number of officials on furlough.

The experiment of employing P. and O. steamers for trapping work during the coming cold weather will, a statesman says, be watched with much interest as a new departure which may end in a permanent arrangement between the home authorities and private steamship companies. Of the old troopers the *Malabar* alone will be employed in carrying troops from September to April. It is not yet known in this country what the details of the scheme are, but presumably the two P. and O. steamers chartered will be fitted up to accommodate 1,500 men or so, and will make a series of trips during the seven months of the trapping season. Whether the company will be allowed to take a certain number of first-class passengers to fill the saloons is a point between them and the India Office; it is plain that the number of Indians and their families will be insufficient to fill the first-class saloons. Second-class passengers they cannot carry, of course, as the troops will require all space available in that quarter. It has been decided not to build any more troopers of the old class.

A SLAB inscribed with Chinese characters was some time ago discovered in St. John's churchyard, Calcutta, during some excavations around the Spike monument. Mr E. F. Taylor, of the Chinese Maritime Customs, now at Tatyung, has, says the *Englishman*, made a translation of the inscription, which shows that the slab was the foundation stone of a fort erected by the Manchu Tartars on the island of Chusan while they were subduing the Chinese of the Ningpo district. This was about the middle of the seventeenth century, and the slab, which by some mysterious means had been conveyed from Canton to Calcutta, must have rested for about two centuries in its original site. The Rev. Mr Hyde remarks that in Sir J. F. Davis's plan and description of the island of Chusan published in the *Journal of the Geographical Society* in 1853, there is no mention of the fort to which the inscription relates; and it is conjectured that it was demolished during the British occupation of the island in the forties. Chusan was held for six years by a British force as a guarantee for the fulfilment of Treaty stipulations, and the baton of Bengal Infantry which formed part of the British army of occupation may have brought this slab to Calcutta on its return. It is impossible to find an explanation for the presence of the stone in St. John's churchyard. The slab has been placed in the Indian Museum.

CONSIDERABLE agitation is now affecting the minds of shippers of coal from Newcastle (New South Wales), says the correspondent of the *Sydney Morning Herald*, on account of the disqualification of the insurance companies to accept risks on coal cargoes for foreign ports from Newcastle because of the heavy losses sustained by them during the past few years on account of the number of ships leaving here lately which have been either lost or posted as missing. It is stated that it is impossible very often for a company insuring ship and cargo to re-insure, and in consequence those who were ready to accept the risks of coal cargoes here, therefore, find it difficult to insure coal cargoes with their attendant risks. The inquiry naturally arises, What is the cause of so many coal-laden vessels being lost? The shipping returns show a list of 10 vessels lost at sea since 1890, seven of which have never been heard of after leaving Newcastle for foreign ports. Of the other three, one was known to have foundered at sea, part of her crew being rescued; another was supposed to have foundered in Cook's Strait; and the other was last seen on her beam ends in a heavy sea, part of her crew being rescued. In addition to these disasters the ship *King Jarvis*, with 3,459 tons of coal (including 30 tons of Welsh coal already lying in the hold), caught fire at sea from spontaneous combustion on her voyage from here to San Francisco, and was totally destroyed. The last ominous record is that of the *Cedarkbank*, which on her arrival at San Francisco in 1893, was found to have her cargo on fire. The total cause of these terrible disasters is admitted almost on all sides to be want of care in loading the ships because what are termed shifting boards are not used. It is said that the risk of these shifting boards is an inexpensive and easy matter, as they only need run for a little way up the side to the top of the hold. From the returns it would seem that none of the vessels lost used these shifting boards. It appears that there is no law to compel shipowners thus to have their cargo secure from shifting.

*"True Health and Vigour of an individual depend upon the quantity and quality of the Blood."* When the tapers have been at work, there are thrown into the blood, waste products, and if these be not eliminated but (through any cause) retained in the blood they influence the condition and function and finally produce organic disease!—The *Humanity* of Dr. Clarke of Seaford, Seaford, East Sussex, Skin and Blood Diseases, and Sons of all kinds, the effects of Clarke's Blood Mixtures are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixtures is sold everywhere in a salubrious health resort which it would be a shame to alter—this gentleman has died up.

A NAVAL COURT of Inquiry was held at Shanghai on the 20th inst. into the cause of the stranding—the *Mercury* says “into the cause of the loss”—of the C.P.R. steamer *Empress of China* (Capt. Archibald) in the Yungtse river. Consul Jamieson was President. The following was the finding:—The cause of the stranding was solely owing to the incompetent navigation of a person named Groves, mate of the tug-boat *Sanson*; with wilful misinterpretation he induced the master to go ashore in charge of the vessel as pilot. The Court thinks that he did this attached to the master of the *Empress* in respect to the navigation of his vessel, but they are of the opinion that he could have made inquiry sooner than he did with respect to the qualification of the man Groves. Under all the circumstances of the case, the Court does not think his conduct in this respect deserving of censure. No blame attaches to any other person.

RECENTLY a trial was made at Sydney of a model of a submarine vessel and blockade-runner. Mr G. Seymour Allen explained the capabilities of the vessel in the presence of a large company which included the Governor Major General Hutton, Lieutenant-Colonel Mackenzie, Colonel Roberts, several of the officers of the warships, consuls, and members of the Marine Board. Mr Seymour Allen stated that by utilising means for purifying air six men could remain in the vessel, under water, for 36 hours. The model was made to descend in the water and to appear to discharge a torpedo at a given angle. Upon the model being sent to the bottom of the water, and the application of power being cut off, the vessel spontaneously rises to the surface. It also performed other manoeuvres required of it—such as descending a foot below the surface, and going ahead on an even keel. His Excellency the Governor informed Mr Seymour Allen that he thought the vessel was a wonderful invention, and that he hoped he should see a full-sized one at no distant date. An addendum to the foregoing we find comes from the *Middle Henred*. The successful experiments made the other evening in Admiralty Dock open up a vista of wonderful possibilities in the coming time. That a man can remain for six-and-thirty hours in a little craft dispelling itself among the fishes, it is a matter of time and money only when six hundred men can do the same for six-and-thirty days. There may be among us those who will live to see our party personally conducted on submarine excursions, in which new sensations and experiences will be provided, such as are to many the only thing to give a zest to life. As waves are only superficial things, sea sickness will then be abolished, and the haphazard, being carried to sufficient soundings, and thus exempt from the vicissitudes of wind and waves, will pursue his placid journey in perpetual calm. It is characteristic of the spirit of the age that this great invention seems valued chiefly in its warlike aspect, and we are invited to look forward to the time when the principal manoeuvring naval conflicts will be away down in the depths of ocean. Taken in conjunction with the concurrent endeavours for perfecting the military balloon, the prospect presented of future battlefield in the heavens above and the earth beneath and the waters under the earth, man's best ingenuity will be exercised in destruction. If indeed a base of operations, will not be used only as a base of operations, and a sort of general depot for supplies, while the principal fighting will be done in the clouds and in the silence of the deep waters. Then the first intimations of the progress of the struggle, and of victory or defeat, will be from legs and arms tumbling from the blue expanse, or floating bodies and wreckage rolling up to the surface of the sea. Doubtless peace will have its triumph as well as war, from the progress of invention; but it is a curious thing that the greatest stimulus that is given to both submarine and aerial navigation is the possibility of their rendering service to the condemned race.

LEAVES FROM A GLOBE-TROTTER'S DIARY.  
(A FRESH ONE.)

August 19.—Our stately ship has come into harbour and anchored. It always does. So do most ships, weather permitting. However, it is the duty of a conscientious traveller to call his vessel 'stately,' and to carefully mention that when she has arrived she stops. If she hadn't stopped there would have been a bad smash into the land a few hundred yards further, and then she would have had to stop anyhow.

Have an idea! Conundrum (for use only on board a steamer in the act of entering port)—when does Gop R-ek become a floating island? Answer—When it's a-bean. This conundrum may be adapted to suit any part of the world the ship is at, if you know the geography of the place. Will try it on the captain.

August 20.—Tried the 'beam' joke on the captain, who said I must not try any more wood jokes, or he would be responsible. I might be afraid myself, now, over the side. I side and left him.

That there are whisperings of foolish attempts being made to increase the revenue—all of which are, to my mind, crude and inexplicable.

That the Home Government might well reduce our military contribution to £30,000 a year, and empower us to raise a loan equal to the special demands of the moment.

That Hongkong will be herself again in four or five years, if we stay off the *Tung-wah*.

The orthodox thing is to gush about the loneliness of the harbour. I have been preparing to gush for several days, but after reading the works of several masters in the gentle art of gushing have decided that I shall not gush to any very great extent. If I do rhapsody at all, it will only be two or three raps.

I find that all the adjectives available for descriptive words are being bestowed by a local journalist for use in writing on a sunset. Have known people to write on paper, on wood, on marble tablets, on palm leaves, and on other strange writing material, but never on a man-made slate. Have even known a man make notes on the spur of the moment.

That Mr Whitehead would probably not have written that eulogium if he had seen the *Tung-wah* in the middle of May last.

That I have never heard of any action taken against the *Tung-wah* doctors for having bottled up the *Plague* cases for several weeks.

That I see Governor Mitchell (of the Straits Settlements) has expressed himself against farming revenue, and he appears to have made the mistake of doing so without sufficient explanation.

That some farms are good and some are not, and I know one or two monopolies here which the Hongkong Government would do well to knock on the head.

That I am told the east of Robinson Crusoe is almost made up, and to judge by the names already entered, the

August 23.—Another gentleman has been thrown loose and plunged into the 'weary watery waste of words.' He is on the sanitary science question, too. More!—Always choke off the old love before you tackle the new!

August 24.—More talk! 'The cry is still they talk!' If a Hongkong man wanted the moon, it would be no good telling him he couldn't get it. He would talk for an hour to prove there was telegraphic communication.

August 25.—One of the talkers got hurt badly a day or two ago. There was a severe epidemic in the Colony, and the authorities strongly warned all Europeans to keep a careful watch on their servants' quarters for fear of visitors bringing infection; then one of the most talkative talkers, instead of keeping a watch on his co-located quarters, got his watch to his hotel's quarters, together with a big load of miscellaneous valuables. The thief was the very strangers against whom the warning was issued.

'FRAGRANT WATERS,' MURMUR THAT 'Plague Property' is the bone of contention for the present, and is likely to remain so for some time to come. That if the dispute over a certain amount of compensation were to continue, the Chinese would unusually high, perhaps it would be well to pay in accordance with the number of dead discovered and the depth at which these lively gents are to be found.

That perhaps this would leave the matter of compensation too much an open question.

That as I am neither a member of the Permanent Committee nor an owner of 'plague' property, I regard the subject of resumption and reconstruction from an unbiased standpoint.

That as the basilisk either causes or helps on the disease of Plague, the greatest care must be taken to stop Master Basilisk from having another toning.

That the advocates of modified measures do not seem to look upon this as the principal point in the discussion.

That the Chamber of Commerce, through their representative in the Legislative Council, ought to impress this view upon the Government.

That Mr MacAsheen would naturally, as representative of the Chamber, take a very strong view of the situation as affecting the commerce of the Port.

That another visitation of the Plague would cost the Colony four or five times as much as those drastic measures yet proposed would do.

That the proposed modifications do not guarantee an immunity from a recurrence, and perhaps nothing can.

That the question will no doubt be asked by every one taking part in the discussion—How will it be if the cursed Pest returns, and again finds a lodgment because we have not done everything that we could?

That the advocates of half-measures will not ask this question audibly, so I put it in words for their special benefit.

That if ever the adage 'Better be safe than sorry' is applied with special force, it is now.

That all this talk about arbitrators and their appointment by M. L. C. S., or by the property-owners, is pure detail.

That the responsibility of dealing with the Plague, when everybody else was holding his breath and 'whistling to keep their courage up' and 'whistling to their death' and falling flat on the ground, is magnified into a position of safety.

That the most of the knowledge necessary for initiating measures for preventing a return of the Plague, rests with the men, and I do not hesitate to say the opinion of these men should guide the Executive in whatever course he ultimately decides to take.

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